

July 31, 2000

DEPT. OF TRANSPORTATION

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Thomas A. Pool
10 Meadowview Lane
Littleton, Colorado
80121

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FAA 00-7479-41

U.S. Department of Transportation
Dockets 2000-7479
400 Seventeenth Street, S.W. Room Plaza 401
Washington, D.C. 20590

Re: Charter Air Carriers at
Uncertificated Airports

Gentlemen:

I wholeheartedly support the FAA in it's position to exempt 10-30 passenger scheduled charters, from the bill passed in Congress, on April 5, 2000, which would restrict such operations, from uncertificated airports, to only 9 passengers.

The economy of scale in such a restriction, to 9 passengers, would be lost and such charters would become prohibitively expensive for the general public to utilize the service. I would be in favor of permitting aircraft of up to 50 passengers as many of the new generation of commuter aircraft are designed to accommodate that number.

Many communities near uncertificated regional airports would benefit from the service of larger aircraft operating at lower per seat cost. I do not believe permitting the larger aircraft would compromise safety, in fact the larger aircraft are typically of newer design and would likely improve safety, over 9 passenger models. Noise levels of the newer larger aircraft are also often lower than many smaller aircraft and the number of flights generated would be fewer to accommodate the same number of passengers.

I live near Centennial Airport in Denver and the convenience of a local scheduled charter service would improve the quality of life for myself and many of my neighbors. I cannot understand why the Department of Transportation has not been more assertive in permitting scheduled flights from Centennial. I believe many citizens in addition myself would support the DOT and FAA in that determination.

Yours very truly,

